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**Z-2454  
SSC VII, LLC  
CHAUNCEY SQUARE  
PLANNED DEVELOPMENT 2011  
PDMX TO PDMX**

**STAFF REPORT  
May 12, 2011**

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**REQUEST MADE, PROPOSED USE, LOCATION:**

Petitioner, Campus Acquisitions, LLC (Stephen Bus and JJ Smith representing), with consent of the owner SSC VII, LLC, represented by attorney Daniel Teder, is requesting rezoning of 1.931 acres for the Chauncey Square Planned Development. Combined with what was already completed under Z-2192, the development will consist of an existing 5-story mixed use building and a new 6-story residential apartment building together containing a maximum of 158 residential apartment units and up to 386 bedrooms in addition to over 11,000 square feet of existing retail/office space and a 496 space parking garage. The property is bounded by South, Chauncey, Salisbury and Columbia Streets in West Lafayette, Wabash 19 (NE) 23-4.

**ZONING HISTORY AND AREA ZONING PATTERNS:**

The entire block was originally zoned R3W and R3W zoning is found north and east of the subject property, while CBW zoning lies to the south and west. Virtually all rezoning requests in the surrounding area in recent years have been planned developments. The larger of the two parcels on the block (1.726 acres) was rezoned in 2004 to PDMX for the Chauncey Square Planned Development (Z-2192). The project called for 127 residential apartment units containing 281 bedrooms split between two 5-story buildings (Buildings A and B), in addition to commercial retail on the ground floor of Building A and an accompanying parking garage. In 2007 the second parcel (0.205 acres) was rezoned for the Chauncey Square Planned Development Part Two (Z-2349). This expansion of the 2004 planned development called for a 7-story building (Building C) with 24 residential apartment units containing 66 bedrooms. Under both approved rezoning applications, the total unit count was 151 containing 347 bedrooms.

Final Detailed Plans for the parking garage and Buildings A and B (Z-2192) were approved and recorded in 2006 and the first phase of the project, containing Building A (48 units plus the commercial retail) and the parking garage, was completed. Foundation work for Building B was begun but later abandoned as the developer was unable to finish the project. No Final Detailed Plans were submitted for Building C (Z-2349) within the required 2-year submittal period and the Chauncey Square Planned Development Part Two fell into abandonment in 2009 per UZO 2-27-13(b). As Final Detailed Plans were approved and recorded for Z-2192, per UZO 2-27-13(c), Building B could still be completed as originally designed without having to be rezoned. This phase will fall into abandonment in August of 2014. The petitioner has opted not to complete Building B as designed and has instead filed this petition.

**AREA LAND USE PATTERNS:**

Prior to the construction of the first phase of Chauncey Square, the subject property was originally the home of the First United Methodist Church, Fleischhauer Rental Offices and a two-story apartment building. With construction of Building A, the parking garage and foundation work for Building B, the two-story apartment building on the Building C site is all that remains of the development that existed prior to the planned development. North of the subject property is the West Lafayette Public Library and Morton Community Center. West, across Chauncey, are Town Centre and the Library parking garage. To the south is a mix of commercial uses and apartments. Student apartments are east of this block along Salisbury.

**TRAFFIC AND TRANSPORTATION:**

Salisbury Street and Chauncey Avenue are classified as a Primary Arterials according to the *Thoroughfare Plan*. A traffic control plan, subject to approval by the city engineer of the City of West Lafayette, is part of this application and no road closures are expected in order to accommodate construction. Parking for the project proved to be one of the most important negotiated items for this planned development. There are presently 482 parking spaces in the garage and 27 on-street public parking spaces surrounding the block. Staff has agreed to allow the developer to restripe the garage to support up to 20% of the total in compact parking spaces, which added an additional 14 spaces to the garage, bringing the total to 496. The number of on-street public parking spaces will continue to be 27 and will not be impacted by this planned development.

The residential parking is provided at a rate of 1 space per bedroom and the commercial parking is provided at a rate of 1 space per commercial tenant. The commercial parking was reduced from the original planned development as experience has demonstrated that, since completion of the first phase, customers and employees of the retail establishments tend to utilize the on-street parking rather than the garage. Two pre-existing parking license agreements for South Street Partners, LLC and FRP Holding Company will continue with this planned development resulting in 73 less spaces in the garage. These spaces shall be known as "restricted licensed spaces". Future changes to the terms of the restricted licensed spaces are subject to the zoning ordinance requirements for minor modifications UZO 2-27-12(a)(2) and require the approval of the city engineer along with city attorney approval of license agreement itself.

By subtracting the 386 residential spaces, 73 restricted licensed spaces and 5 existing commercial spaces from the total, there are 32 spaces which fall into the unrestricted licensed category. The developer has requested, and staff has agreed, to maintain the right to lease these remaining 32 parking spaces subject to the city attorney's approval of a license agreement and submittal of a parking report to the city engineer. The parking report is designed to keep the city engineer updated on changes made to the unrestricted licensed spaces. The city engineer will also have the ability to request a parking report at his discretion.

Loading and trash removal will continue to be handled in the private alley that was established with the original planned development and, while there are no bus routes that directly pass by the subject property, access to the many bus routes that run along State Street are only a block away. Bicycle parking has also been provided in a sheltered area near the parking garage and in the basement of Building A.

#### **ENVIRONMENTAL AND UTILITY CONSIDERATIONS:**

City utilities and Indiana American water are available to serve the site. A continuation of the landscaping pattern started with the original PD is planned, leaving a total of 13.9% of the site in green open space. In addition to the private landscaped courtyard in the center of Building B, a large exterior raised terrace is planned along the Salisbury Street frontage, projecting from a 1,572 square foot interior amenity space, which will provide additional passive open space for the residents of the project. Two small pocket parks, accessible from the street, have been carried forward from the original rezoning applications and lie on either side of the raised terrace, providing additional street-level landscaped open space.

#### **STAFF COMMENTS:**

The Chauncey Square Planned Development is an important project. As originally designed, the project has served to set the tone for future development in The Village. By allowing for higher density, mixed use, pedestrian scale development in the heart of West Lafayette's downtown, the city has committed itself to creating a more urban place in the most appropriate of places. Being half completed, the existing project has only partially achieved its goals. With this application, the project can now be completed and the vision firmly established.

The density has increased over the original plan: 151 units containing 347 bedrooms compared with the proposed 158 units and 386 bedrooms. The main reason for this notable increase in the number of bedrooms is that the original plan for Building B under Z-2192 included two-story "loft" units. These two-story units required a significant amount of square footage. The elimination of these units in the present rezoning application in favor of the more traditional 2, 3 and 4 bedroom apartments allowed for an increase in both units and bedrooms.

Under the original rezoning applications (Z-2192 and Z-2349), Building B was going to be 5-stories and Building C was going to be 7-stories. This rezoning application proposes a single 6-story structure over the entire Buildings B and C areas. By doing this the developer has been able to bring the new building's roofline roughly level with existing Building A's roofline (Building A is 5-stories, but due to the increased first floor height for the commercial spaces, the building is roughly equivalent in height to a 6-story residential apartment building). Staff believes this approach, along with the attention paid to blending the architectural styles of the two buildings, will produce a more unified look for the project.

The landscaping, lighting, signage and streetscape proposed with the new project draws from the original rezoning applications but improves on them as well by adding such features as the exterior raised terrace along the Salisbury Street frontage and the addition of backlit “halo” project signage at strategic locations around the buildings and garage. Building B has retained and improved upon the private courtyard concept proposed with the original rezoning and includes a covered walkway to make entry into Building A easier for residents of Building B. The two buildings, while physically connected to each other, will not be connected internally. Access to the garage for the Building B residents will require them to either cross the alley into the garage or, in the event of inclement weather for instance, to access Building A through the courtyard and enter the garage from an existing 3<sup>rd</sup> level garage connection from Building A.

Parking for the project has been negotiated to provide a balance between the developer’s desire to lease parking spaces and staff’s requirement that all bedrooms be furnished with a parking space. The result is a parking plan that has the flexibility to be modified in the future with city engineer approval while guaranteeing that the minimum required parking staff has traditionally required of similar planned developments is protected.

The partially completed Chauncey Square Planned Development has left both a promise and a literal scar in the urban fabric of The Village: The promise of a pedestrian-scaled, dense, urban mixed-use development and the scar of a half completed project exemplified by the abandoned concrete slab of Building B. As originally designed in the first two rezone applications the project was intended, as staff asserted in 2004 to “...further the community’s vision for appropriate land use and density in the Village.” Staff believes this “reboot” of the Chauncey Square Planned Development achieves these goals.

#### **STAFF RECOMMENDATION:**

Approval, contingent on meeting all requirements of UZO 2-27-10 for submission of Final Detailed Plans, signed off by those noted in that section to include:

1. All sheets (other than preliminary plat) that make up the approved Preliminary Plan;
2. PD construction plans per UZO Appendix B2-2;
3. A final plat per UZO Appendix B-3-2 as applicable;
4. Appropriate surety submitted with final detailed plans;
5. Plant schedule approved by the West Lafayette Greenspace Administrator;
6. Details of the Maintenance of Traffic Plan (Sheet C1) are subject to the approval of the Administrative Officer of the City of West Lafayette.